MINISTRY OF HEALTH LIBRARY

PORT HEALTH ADMINISTRATION.

Port Health District.

The Port Health district of Preston extends from Formby Point on the south to a point 2,350 yards south of the Victoria Pier, South Shore, Blackpool, on the north. The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres and is approached by the entrance basin, 850 feet long by 300 feet wide, an area of 4¾ acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 feet 6 inches at high water ordinary spring tide. The dock is situated within the county borough and is about 16 miles along the River Ribble from the sea.

The quays are over 1½ miles long. There are 170 acres of storage ground and 61,525 superficial yards of covered floor space.

Easy access by road and rail facilitates cargo handling.

Due to the lack of rain during the spring and summer months, heavy silting of the river bed occurred. A dredger was brought to work near the dock entrance, to maintain the navigable channel, but some interruption of traffic took place until the early part of the winter when flood waters supplemented and completed the work of the dredger. Considerable smoke emission came from this dredger and following representations to the owners the vessel was withdrawn from the port and replaced by an oil burning dredger which caused no nuisance.

Smoke emission has been reduced from the repair and maintenance shops on the dock estate by part electrification and better care of furnaces.

Experiments on the old mobile cranes with vertical boilers were in progress at the year end. A mixture of coke and coal reduced smoke considerably, while still enabling steam to be maintained in operation.

Heavy and continuous emissions of dark and black smoke occurred at some of the asphalt processing plants. Co-operation was not of a very practical nature. Two heating units were installed without prior approval. Following a series of observations the company owning the plant was successfully prosecuted and findd a total of £45.

Sampling of water, shell fish and food for human consumption revealed interesting facts, which are enlarged upon later in the report.

The supply of drinking water to most harbour craft was known to be by hoses used for other work. The decks were washed with dock, or river water, which are both heavily polluted with sewage. The hoses were flushed through with clean water and then the drinking water tanks filled from shore hydrants. Highly unsatisfactory water samples were obtained from the tanks of these vessels on eight occasions. The Harbour Authority was approached and it was agreed to supply a hose which would be used only for drinking water to each vessel.

Stowaways continue to arrive from the West Indies in the banana boats with regularity. They are usually healthy young men equipped with passports seeking their fortune in a new country. nine arrived during the year, being West Indians and possessing British nationality. None was returned by the shipping company to the West Indies.

During the year Deratting and Deratting Exemption Certificates were encountered which had been issued at places which were neither Approved nor Designated Approved Ports. The attention of the Ministry of Health was drawn to each case. East Germany, Finland and Spain were responsible for allowing invalid certificates to be issued.

Plans are in course of preparation for improvement of the dock sanitation and drainage systems.

A concrete, drained refuse compound was erected outside the banana shed for waste.

Despite the long hot summer, very few complaints of flea infestations in imported rags were received. It is believed that this was due to the efforts of the Ministry of Health, Northern Ireland, in having disinfestation of rag and bone dealers' premises regularly effected.

Co-operation by Her Majesty's Customs' Officers, the Trinity House Pilots, the officials and staff of the Ribble Navigation and Preston Dock Undertaking, the shipping agents and others who have been contacted about various matters, has assisted in the smooth working of the Port Health Service.

Section 1 - Staff.

Table A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held.
J.S.G. Burnett	Port Medical Officer	1. 2.49.	M.D., D.P.H.	Medical Officer of Health
L.G. Samuel	Deputy Port Medical Officer.	30. 7.56. (Deceased 22.11.59.)	M.B.,Ch.B., D.P.H.	Deputy Medical Officer of Health.
N.W.Sampson	Port Health Inspector.	3. 3.58.	Cert.R.S.I. Dip. Insp. Meat & Food	District Public Health Inspector.
F. Yates	Deputy Port Health Inspector.	17. 7.55.	Cert.R.S.I. Cert. Meat & Food.	Public Health Inspector.

Address and Telephone Number of the Medical Officer of Health.

Health Department, Municipal Building, Preston.
Telephone No.: Preston 4881.

Private address:

Brook House, 252, Garstang Road, Fulwood, Preston.
Telephone No.: Preston 77784.

Section 11 - Amount of Shipping entering the district during the year.

Table B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had during the voyage infectious disease on board
			By the Medical Officer of Health	By the Public Health Inspectors	
Foreign ports	342	241,885	24	341	1
Coastwise	1,777	1,181,838	-	191	-
TOTAL	2,119	1,423,723	24	532	1

No major change, affecting the Port Health Service, occurred in the character of the trade into the port except that channel sifting temporarily caused the diversion of certain banana boats elsewhere during neap tide periods.

Section 111 - Character of Shipping and Trade during the year.

Table C.

Passenger Traffic	(Number of passengers	INWARDS	4,426
	(Number of passengers	OUTWARDS	4,355

Passengers to and from foreign ports.

	Foreign ports	Irish Ferry Service
Passengers in.		
Alien	49	
British	42	4,335
Passengers out.		
Alien	25	
British	18	4,312

CARGO TRAFFIC.

Principal Imports.

Bacon, bananas, bitumen, canned goods, china clay, citrus fruits, cloth goods, coconuts, confectionery, eggs, esparto grass, fertiliser, fish, fuel oils, grain, hardboard, lard, meat, milk, milk products, nut oils, petroleum, potatoes, poultry, potash, scrap iron, shell grit, stone, styromonomer, timber, tomatoes, vehicles, wood pulp.

Principal Exports.

Barbed wire, canned goods, cloth goods, coal, coke, containers, fuel oils, furniture, general cargo, iron and steel, machinery, nut oil, pitch, radio equipment, tar, vehicles.

Total imports	1958	941,563 tons.
Total exports	1958	636,815 tons.
Total imports	1959	996,600 tons.
Total exports	1959	581,019 tons.

Principal ports from which ships arrive:-

Foreign.

North Africa:	Kenitra, Memours.
Antilles:	Kingstown, Port Castries, Port of Spain, Roseau, St. George, Vieux Fort.
North America:	Montreal, Sarnia.
Denmark:	Copenhagan, Frederikssund.
France:	Bordeaux, Cette, Rouen.
Finland:	Helsingfors, Kemi, Kotka, Mantyluoto, Oulu, Pori, Rauma, Turku, Vasa.
Germany:	Bremen, Hamburg, Wismar.
Holland:	Amsterdam, Appingedam, Delfzyl, Groningen, Rotterdam, Zaarndam.
Norway:	Aalesund, Arendal, Bergen, Drammen, Fredrikstad, Haugesund, Kragero, Kristiansund, N., Larvick, Namsos, Narvik, Oplo, Oslo, Porsgrunn, Skien, Stavanger, Tofte, Tromso, Trondheim.
Poland:	Gdynia, Stettin.
Swdden:	Domsjo, Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Hudiksvall, Karlsborg, Karlshamn, Karlstad, Malmo, Norrkoping, Oskarshamn, Pitea, Sundsvall, Westervick.
U.S.S.R.:	Archangel, Igarka, Kaliningrad, Leningrad, Mesane, Onega.

British Isles:

Belfast, Carrickfergus, Cork, Coryton, Dublin, Dundalk, Fawley, Fowey, Heysham, Larne, Liverpool, Manchester, Par, Penmaenmawr, Plymouth, Swansea.

The main types of ships using the port have been the Northern Ireland ferry and container carrying vessels, the insulated banana carriers, timber and pilp vessels from Scandinavia, coastal tanks and cargo vessels employed on the coal trade.

Cargoes have been similar to previous years.

The coal export trade was very quiet. Fertiliser in bulk and bags arrived in larger quantities.

The complex food cargoes on the Ferry and Container boats required constant attention. Over 20 types of foodstuffs, many perishable, were carried.

Vessels arrived night and day and within 2 hours over 30 containers or 40 vehicles were away from the quayside.

Overstowing of fresh meat ceased after communication with the controlling authority at the place of loading.

Section IV - Inland Barge Traffic.

There is no inland barge traffic from or to the Port of Preston.

Section V - Water Supply.

1. Source of supply for

(a) The District.

The district receives its water from the Corporation of Preston water mains, and is an upland surface water derived from the gathering grounds in the Forest of Bowland. The water is of good quality, well suited for drinking and domestic purposes.

(b) Shipping.

Shipping is supplied with water from the district supply by means of a hose from a shore hydrant.

2. Reports of Tests for Contamination.

Samples are taken from taps and hydrants on the district and tanks, drinking water taps and galley taps on board ships, as a routine procedure and otherwise when necessary.

Water Samples.				
From	Type	Number	Results Satisfactory	Unsatisfactory
Vessels	Bacteriological	22	12	10
"	Chemical	-	-	-
Dock Estate	Bacteriological	30	22	8
"	Chemical	2	1	1
		54	35	19

Seven of the unsatisfactory water samples were obtained from harbour craft. Tank cleaning was required and, as mentioned previously in this report, special filling hoses were provided. The other three unsatisfactory samples were from foreign vessels and tank cleaning was recommended. One of these vessels was in the habit of replenishing the drinking water tank from the afterpeak tank on a long voyage. No attention was paid to the water-tightness or cleanliness of the afterpeak, which probably meant that good water was being polluted before being pumped to the drinking tanks. A letter was sent to the owner pointing out the danger of such a practice and recommending that pipe connections between the drinking tank and afterpeak tank be removed.

The eight unsatisfactory bacteriological samples from the Dock Estate were from old taps. When new taps were fitted and sometimes new short lengths of piping also, good results were obtained.

3. The supply of water to shipping is under the direct control of the Port Authority who employ a special staff for this purpose. All precautions necessary to prevent contamination of hoses and hydrants are taken.

4. There are no water boats in the Port of Preston.

Section VI - Public Health (Ships) Regulations, 195 .

1. List of Infected Areas.

The list of infected areas is prepared from, and amended as necessary, with details obtained from the World Health Organisation in the Weekly Epidemiological Record and is drawn up in the form of the list supplied. Copies of the list are supplied to the Trinity House Pilotage Office, Preston, and H.M. Waterguards Office, Preston.

2. Radio Messages.

Preston is not a radio transmitting or receiving port.

3. Notification otherwise than by Radio.

The Port Medical Officer is notified by telephone of any untoward circumstances on board an incoming vessel after such details have been passed to the Port Authority's barge at Lytham.

Cases of sickness are dealt with by the Boarding Medical Officer.

4. Mooring Stations.

By agreement with the Port Authority arrangements exist for the breasting off of any ship at the discharging berth allocated, where such action is considered necessary by the Port Medical Officer. This is done by placing one of the barges of about 20 feet beam which are always available between the vessel and the quay, whilst the vessel is subjected to the prescribed measures.

This arrangement obviates the necessity of moving the vessel from one berth to another and facilitates the discharge of her cargo whether during or when freed from control.

5. Arrangements for:-

(a) Hospital accommodation for infectious diseases.

All cases of infectious disease other than smallpox are removed to the Isolation Hospital, Deepdale, Preston.

(b) Surveillance and follow-up of contacts.

Surveillance is carried out as suggested in Section 18(2) and Section 37 of the Public Health (Ships) Regulations, 1952.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

The cleansing and disinfection of ships is carried out under the supervision of the Port Health Inspector. Clothing, bedding,etc. are removed in the Health Department's disinfection vehicles to the Disinfection Station at Argyll Road for steam disinfection.

Arrangements are also in existence for persons to be cleansed and disinfested at Cuttle Street Clinic and Ellen Street Cleansing Station and for clothing to be disinfested at Argyll Road Disinfestation Station.

Section VII - Smallpox.

(1) The reception of smallpox cases into hospital is in the hands of the Regional Hospital Board who advise as to which hospital is available for such purpose. Normally, Ainsworth Hospital, Bury, is retained as the first regional hospital to admit cases of smallpox.

(2) Smallpox cases would be removed by amb lance belonging to Preston Corporation. The vaccinal state of the crews of these ambulances is the responsibility of the Medical Officer of Health of the County Borough of Preston.

(3) Smallpox Consultants.

Dr.C.Metcalfe Brown, Town Hall, Manchester.
Central 3377 and Ringway 4273.

Dr. E.R. Peirce, 8,Grosvenor Road, Cressington Park, Liverpool.
Garston 1236.

Professor A.B. Semple, Health Department, Hatton Garden, Liverpool, 3.
Central 8433 and Gateacre 2081.

(4) Facilities for the laboratory diagnosis of smallpox are available at the Liverpool School of Tropical Medicine under the direction of Professor Downie.

Section VIII - Venereal Disease.

Leaflets giving the undermentioned information as to location, days and hours of available facilities are distributed by the inspectors when vessels are visited:-

"The Venereal Diseases Clinic at the Preston Royal Infirmary is open at the following times:-

Tuesday	5 p.m. - 7 p.m.	Women
Wednesday	5 p.m. - 7 p.m.	Men
Thursday	2 p.m. - 4 p.m.	Women
Friday	5 p.m. - 7 p.m.	Men

Male patients from ships likely to sail before the next male clinic will also be seen on Tuesdays or Thursdays."

A supply of glass slides has been issued to ships regularly using the port so that where a suspicion of the disease arises at sea a smear can be made at once and taken to the clinic when the ship arrives in Preston.

Forty-six seamen attended for treatment at the clinic for the first time during the year.

Section IX - Cases of notifiable and other infectious diseases on ships.

Table D.

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Glandular fever	Nil	One	One
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Nil	Nil	Nil	Nil
Cases landed from other ships	Nil	Nil	Nil	Nil

No case or suspected case of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

Section X - Observations on the occurrence of malaria in ships.

No case of malaria occurred during the year.

Section XI - Measures taken against ships with or suspected for plague.

No ship infected with or suspected of carrying plague arrived during the year. In the event of such an occurrence, action in accordance with the measures outlined in Part I of the Fourth Schedule of the Public Health (Ships) Regulations 1952, would be pursued.

Section XII - Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

All foreign-going vessels are inspected in the following sequence:

(a) Vessels from infected ports.

(b) Vessels from foreign non-infected ports.

(c) Foreign-going vessels that have arrived from another port in the British Isles.

A rodent operator sets traps on vessels where evidence of rats is found and revisits these and all vessels from foreign ports daily.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague.

Rodents caught are placed in muslin bags, dipped in parafin, labelled and despatched to the Public Health Laboratory, Preston.

The number of rodents sent for examination during the year was nine, of which eight were caught on board ship and one on the dock estate.

(3) Arrangements in the district for deratting ships.

The deratting of vessels prior to the issue of Deratting Certificates may be effected with hydrogen cyanide or sodium fluoroacetate.

The following contractors have intimated their willingness to operate in the port:-

Associated Fumigators (Northern) Ltd., Liverpool.
Croftbank Chemical Co. Ltd., Oldham.
Disinfestation Ltd., Birkenhead.
Hivey Fumigation Co. Ltd., Liverpool.
Irlam Insecticides, Liverpool.

(4) Progress in the rat-proofing of ships.

Instructions were given to the master of one vessel to have rat-proofing repaired; this was carried out before the vessel left the port.

Modern construction is generally found to incorporate rat-proofing. The slump in tramp shipping has meant that many of the old vessels with rat harbourages are going to the scrap yards.

Table E.

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	17
Brown rats	-
Species not known	-
Rats sent for exa ination	7
Rats infected with plague	-
Mice	10
Mice sent for examination	1

Table F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued.	Total Certificates issued.
After fumigation with		After trapping	After poison-ing.	Total		
H.C.N.	Other fumigant					
1	2	3	4	5	6	7
-	-	-	-	-	61	61

Section XIII - Inspection of Ships for Nuisances.

Table G.

Nature and Number of Inspections		Notices served		Defects remedied.
		Statutory Notices	Other notices	
Total number of ships inspected	532			
The following defects were found:-				
Vermin	15	-		9
Accommodation and fittings defective	6	-		2
Heating, lighting, ventilation defective	5	-		2
Washplaces and fittings defective	3	-		3
Sanitary accommodation defective	12	-	83	6
Food stores, preparation places and fittings defective	19	-		11
Drinking water system defective	8	-		6
Refuse accumulations	1	-		1
Smoke emissions	34	-		34
Miscellaneous nuisances	1	-		-
Total	104	-	83	74

Of the 342 vessels from foreign ports arriving 99.7% were visited by the Port Health Inspector. Of the 1,777 coastwise vessels 9.3% were visited.

During the month of October a survey was made of the vessels entering the port to ascertain how many vessels made frequent calls, and why the percentage of coasters visited was so low. It was ascertained that some coasters made many visits in the same month and that others came several times in the year. The following is a summary of findings:-

Total Arrivals during October	161
No. of vessels involved	75
Arrivals from foreign ports	28
Vessels from foreign ports	28
Arrivals coastwise	133
Coastwise vessels	47

On the Preston - Larne Ferry Service, 4 vessels made 34 arrivals.

On the Preston-Larne Container Service, 3 vessels arrived 29 times; of these, 2 made 12 trips each.

56 vessels were found to have 104 defects or nuisances, 74 of

which were remedied.

The fall in number of defects is due greatly to the scrapping of old vessels and the high standard of modern tonnage.

It is disturbing to find that, apart from smoke emissions, the greatest number of defects was in the class "Food stores,preparation places and fittings defective." Maintenance and cleanliness of food handling, preparation and storage spaces seem to be incidental to the running of a vessel and systematic training in hygienic methods is required among the young members of the catering department if the standards are to be raised to a decent level.

26 of the 34 smoke emissions observed were from the dredger mentioned earlier in the report which was eventually removed from the port.

The last of the coal burning tugs has been taken out of service in the port and replaced by an oil burning vessel. Thus ends another black line across the Preston sky.

Section XIV - Public Health (Shell-Fish) Regulations,1934-1948.

The mussel beds off Lytham St.Annes are now an uneconomical proposition to local fishermen, and pickings for private use could be made.

7 samples submitted to the bacteriologist during the year confirmed the heavy sewage pollution of these shell-fish.

Mussel gathering is controlled by the Preston (Shell-Fish) Regulations, 1923.

The only Ministry approved method of purification is at the purification plant at Conway, North Wales. The size and quality of the Danish and Dutch mussels make the local produce unattractive to the merchant.

Cockles are still picked in the area.

Section XV - Medical Inspection of Aliens.

Preston is not approved for the landing of aliens,but as will be seen from Table C 49 aliens arrived from foreign ports and 25 aliens departed from Preston. The majority of these were holiday

makers who left the country by another port, or wives of foreign seamen joining or leaving their husbands' vessels.

Section XVI - Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Arrangements for the interment of a deceased member of the crew of any vessel is the concern of the shipping agent and the following procedure would be adopted in the event of a death from infectious disease. The Superintendent of Mercantile Marine acting for the Ministry of Transport would be notified immediately. The body would be removed by the Health Department staff to the mortuary of the Preston Isolation Hospital for the purpose of local enquiry and verification of the cause of death.

Food Inspection.

Public Health (Imported Food) Regulations, 1937 and 1948.
Public Health (Preservatives, etc., in Food) Regulations, 1925-1948.
Public Health (Imported Milk) Regulations, 1926.
Food and Drugs Act, 1955.
Food Hygiene Regulations, 1955.
Colouring Matter in Food Regulations, 1957.
Antioxidant in Food Regulations, 1958.

Imported food consisted mainly of the following types:-

Apples, bacon, bananas, blackberries, canned meats, canned milks and creams, canned fruits and fishes, cheese, citrus fruits, coconuts, confectionery, eggs, frozen eggs, frozen milk, herrings, ice cream, ice lollies, ice cream powder, lard, maize, meat, milk powder, potatoes, poultry, sausage, what.

83 samples of food were taken during the year. 61 were forwarded to the Public Analyst.

Type of Food.	From	Result.
11 samples fresh citrus fruit	British West Indies South Africa	Satisfactory
1 sample fresh bananas	British West Indies	No significant copper contamination.
1 sample fresh apples	N. Ireland	Satisfactory
1 sample blackberries	"	"
1 sample potatoes	Denmark	No arsenic contamination

Type of Food.	From.	Result.
18 samples canned fruits	Italy	Satisfactory
	South Africa	"
	N. Ireland	All satisfactory except two incorrect labels.
5 samples canned milks and creams	N. Ireland	Satisfactory
1 sample canned rice pudding	"	Incorrect label
1 sample imitation cream powder	"	Satisfactory
1 sample imitation milk powder	"	"
3 samples ice cream mix	"	"
4 samples ice lollies	"	All incorrect labels.
3 samples frozen milk	N. Ireland	Satisfactory
1 sample hot sauce	British West Indies	"
1 sample pork sausage	N. Ireland	"
1 sample canned chopped pork	"	"
3 samples canned salmon	"	"
3 samples jelly crystals	"	"
1 sample "Chicken Dinner"	"	"

22 samples were forwarded to the Public Health Laboratory, Preston, for bacteriological examination. All were satisfactory except one sample of confectionery filling from N. Ireland in which Bact. coli type 1 (faecal) was isolated from 0.1 gm.

Satisfactory samples comprised:-

5 samples of canned milk or cream.
1 sample of canned rice pudding.
1 sample of imitation milk powder.
3 samples of frozen milk.
3 samples of ice lollies.
1 sample of canned green bananas.
6 samples of whole frozen hen egg.
1 sample of "Chicken Dinner."

The following unsound foodstuffs were voluntarily surrendered:-

	T.	C.	Qrs.	Lbs.
Bananas	560	3	0	7
Citrus Fruit	3	5	2	20
Coconuts	8	15	0	0
Potatoes	6	16	0	0
Canned Fruits	0	0	1	0
Canned Meat	0	0	0	25
Total	579	0	0	24

No infringements of the Public Health (Imported Food) Regulations regarding official certificates occurred.

From a great variety of food entering the port little was found to be unfit for human consumption, or not complying with legislation in force.

Due to the method of storage and quantity of meat imported in containers satisfactory inspection was not possible. An arrangement was made with the Chief Veterinary Officer, N. Ireland, whereby the certificates of inspection for all meat and meat products were placed with the business papers of the containers and were thus readily available for perusal by the Port Health Inspector. Some overloading of containers occurred, but this ceased after the Chief Veterinary Officer had been informed.

A consignment of canned fruits required 100% sorting following transit damage due to bad weather. Burst and severely crushed cans were taken and destroyed; unsaleable crushed cans were directed to canteen use.

Cargoes of frozen milk, frozen eggs, ice cream and ice lollies arrived in good condition. Seven instances of food incorrectly labelled occurred. Four of these were ice lollies and there was considerable correspondence before a satisfactory label was produced.

The high banana waste figure is only just over 1% of the bananas entering the port and includes stems.